

ANNEXATION SERVICES PLAN

Biltmore Lake
Sardis Road
Schenck Gateway

City of Asheville, North Carolina
2007

ANNEXATION SERVICES PLAN

For the

**CITY OF ASHEVILLE,
NORTH CAROLINA**

To Serve the Areas Known as:

**BILTMORE LAKE AREA
SARDIS ROAD AREA
SCHENCK GATEWAY AREA**

Approved by Asheville City Council
May 22, 2007



Prepared by:
City of Asheville
Department of Planning and Development

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INTRODUCTION

Municipal annexation is the extension of a city or town's corporate limits to land in the vicinity of an existing municipality. The North Carolina General Statutes provide four methods for enlarging municipal boundaries as set forth in Article 4 and 4A of Chapter 160A. These four methods are:

Annexation by a special act of the state legislature.

Annexation by petition of all real property owners.

Annexation by municipal ordinance.

Annexation by petition of all real property owners of non-contiguous satellite areas.

In the third method, or annexation by municipal ordinance, the General Assembly of North Carolina has authorized municipalities to initiate the annexation of land undergoing urban development. Setting out the general principles and objectives of such annexation, the General Assembly has set forth as policy with respect to annexation (at NCGS § 160A-45) that:

Sound urban development is essential to the continued economic development of North Carolina. Municipalities are created to provide the governmental services essential for sound urban development and for the protection of health, safety and welfare in areas being intensively used for residential, commercial, industrial, institutional, and governmental purposes or in areas undergoing such development. Municipal boundaries should be extended in accordance with legislative standards applicable throughout the State, to include such areas and to provide the high quality of governmental services needed therein for public health, safety, and welfare. Areas annexed to municipalities in accordance with such uniform legislative standards should receive the services provided by the annexing municipality in accordance with annexation statute requirements.

In addition to assuring that developed and developing urban areas will receive the protection and services necessary for sound urban growth; the city-initiated annexation law makes it possible to ensure that both the benefits and responsibilities of urban life are shared by all the residents and property owners of the urban area. Residents of areas in the vicinity of a city or town benefit from municipal streets, parks, utilities, cultural events, and other facilities without bearing a corresponding financial responsibility for these services. Because municipal services are necessary to the property functioning and protection of the entire urban area, a basic principle may be derived – that which is urban, should be municipal.

In providing for city-initiated annexation, the State of North Carolina gives municipalities the authority to make municipal, that which is urban. To ensure that this authority will be used reasonably, the General Assembly established three key limitations. First, the law sets down objective statutory standards of defining land either as “developed for urban purposes” or “necessary land connections” to areas developed for urban purposes (NCGS § 160A-48). Second, the law requires that the municipality be both ready and able to provide annexed areas with services equal to those provided within the rest of the city (NCGS § 160A-47). Third, the law requires the annexation process to be undertaken publicly with advance notice of the annexation and with the opportunity for affected property owners and residents to be heard and to obtain information about the development of the annexation area and the plans for extending municipal services into the area (NCGS § 160A-49).

ANNEXATION PLAN FOR SERVICES - GENERAL

Pursuant to the authority vested in the City Council of the City of Asheville, North Carolina by Article 4A, Part 3, Chapter 160A of the General Statutes of North Carolina, a resolution of intent to consider annexation of the following areas, as defined in this report, was adopted by the City Council at a regular meeting on the 15th day of May 2007:

Biltmore Lake Area
Sardis Road Area
Schenck Gateway Area

The following plan is intended to fulfill the requirements of North Carolina General Statutes Section 160A-47 (regarding planning for the extension of services to annexed areas), and is structured to follow the requirements of the laws governing municipal annexation in North Carolina.

The report contains maps of the proposed annexation areas showing present and proposed city boundaries, present and proposed water and sewer lines and the existing general land use pattern within these areas.

This plan also includes: a statement demonstrating that the proposed annexation areas meet the requirements of NCGS § 160A-48, plans for extension of all major city services into the areas, statements of the methods by which the service extensions will be financed and the impact of the annexations on the city's finances and services, and statements concerning fire protection services in the annexation areas.

SECTION 1

STATUTORY STANDARDS STATEMENTS

The following are statements showing the proposed annexation areas meeting the requirements of NCGS § 160A-48. These qualifications were calculated and/or estimated in accordance with NCGS § 160A-54.

Biltmore Lake Area

The Biltmore Lake Area is located southwest of the current City limits. The area is predominately developed with single-family residences. The area contains 440 acres and has an estimated population of 768 persons .

The total area to be annexed meets the following standards:

- 1) The area is contiguous, as defined by NCGS § 160A-53 (1), as of the 15th day of May, 2007, the date upon which this annexation procedure was begun, as shown on the map included herein marked Biltmore Lake Area Present and Proposed Boundaries Map.
- 2) The aggregate external boundary line of the area to be annexed is 30,421 feet. The portion of this boundary that coincides with the City boundary is 4,996 feet, as shown on the map included herein marked Biltmore Lake Area Present and Proposed Boundaries Map. Therefore, 16.4% of the external boundary coincides with the City boundary, in excess of the one-eighth (12.5%) contiguity requirement of G.S. 160A-48(b)(2).
- 3) No part of the Biltmore Lake Area is included within the boundary of another incorporated municipality.
- 4) The area to be annexed is developed for urban purposes as specified by G.S. 160A-48(c)(2) in that it has a total resident population equal to at least one person for each acre of land included within its boundaries, and is subdivided into lots and tracts such that at least sixty percent (60%) of the total acreage consists of lots and tracts three acres or less in size and such that at least sixty-five (65%) of the total number of lots and tracts are one acre or less in size, all of which is based on tax maps, property records, and field observations, (reference Property Qualifications Inventory Appendix), and is demonstrated as follows:
 - a. The number of dwelling units in Buncombe County Census Tract 23.02 (357), multiplied by the average household size in that tract according to the 2000 federal census (2.31) and the average occupancy rate (92.7%) gives an estimated resident population (764) for that tract. The number of dwelling units in Buncombe County Census Tract 24 (1), multiplied by the average household size in that tract according to the 2000 federal census (2.49) and the average

occupancy rate (90.3%) gives an estimated resident population (2) for that tract. The total estimated resident population, then (766), divided by the total number of acres excluding street rights-of-way and non-urbanized areas (376.75), yields 2.03 persons per acre.

b. Total acreage = 376.75

Total acreage in lots and tracts of three acres or less in size = 233.32

$$233.32/376.75 = 61.9\%$$

c. Total number of lots and tracts = 438

Total number of lots and tracts one acre or less in size = 386

$$386/438 = 88.1\%$$

- 5) The area to be annexed is developed for urban purposes as specified by G.S. 160A-48(c)(3) in that at least sixty (60%) percent of the total number of lots and tracts in the area at the time of annexation are used for residential, commercial, industrial, institutional, or governmental purposes, and is subdivided into lots and tracts such that at least sixty (60%) percent of the total acreage, not counting the acreage used at the time of annexation for commercial, industrial, governmental or institutional purposes, consists of lots and tracts three acres or less in size, all of which is based on tax maps, property records and field observations, (reference Property Qualifications Inventory Appendix), and is demonstrated as follows:

a. Total number of lots and tracts = 438

Number of lots and tracts used for

Residential	359
Commercial	1
Governmental	1
<u>Institutional</u>	<u>1</u>

Total 362

$$362/438 = 82.65\%$$

b. Total residential and vacant acreage= 259.96

Total residential and vacant acreage in lots and tracts = 3 acres=
230.99

$$230.99/259.96 = 88.86\%$$

- 6) In addition to the area developed for urban purposes, the Biltmore Lake Area also includes a non-urban area that is adjacent on at least 60% of its boundary to a combination of the municipal boundary and the boundary of the area developed for urban purposes, and this area does not exceed 25% of the total area to be annexed, based on tax maps,

property records, and geographic information system data, (reference Property Qualifications Inventory Appendix), and is demonstrated as follows:

- a. Non-urban area total perimeter = 15,009'
Portion that coincides with municipal boundary and area developed for urban purposes = 12,395'

$$12,395'/15,009' = 82.6\%$$

- b. Non-urban area #2 total perimeter = 1,256'
Portion that coincides with municipal boundary and area developed for urban purposes = 1,173'

$$1,173'/1,256' = 93.4\%$$

- c. Total area of annexation= 440.00 acres

Non-urban area #1	= 39.68 acres
<u>Non-urban area #2</u>	<u>= 0.49 acres</u>
Total non-urban area	= 40.17 acres

$$40.17/440.00 = 9.1\%$$

Sardis Road Area

The Sardis Road Area is located southwest of the current City limits. The area contains a mixture of commercial, residential, institutional and industrial uses. The area contains 415.8 acres and has an estimated population of 1073.

The total area to be annexed meets the following standards:

- 1) The area is contiguous, as defined by G.S. 160A-53 (1), as of the 15th day of May, 2007, the date upon which this annexation procedure was begun, as shown on the map included herein marked Sardis Road Area Present and Proposed Boundaries Map.
- 2) The aggregate external boundary line of the area to be annexed is 19,925 feet. The portion of this boundary that coincides with the City boundary is 2,707 feet, as shown on the map included herein marked Sardis Road Area Present and Proposed Boundaries Map. Therefore, 13.6% of the external boundary coincides with the City boundary, in excess of the one-eighth (12.5%) contiguity requirement of G.S. 160A-48(b) (2).
- 3) No part of the Sardis Road Area is included within the boundary of another incorporated municipality.
- 4) The area to be annexed is developed for urban purposes under G.S. 160A-48 G.S. 160A-48(c)(1) in that it has a total resident population equal to at least two and three-tenths persons for each acre of land included within its boundaries, which is based on tax maps, property records and field observations, (reference Property Qualifications Inventory Appendix), and is demonstrated as follows:
 - a. The number of dwelling units (500), multiplied by the reported occupancy rate (92.7%) and the average household size in Buncombe County Census Tract 23.02 according to the federal census (2.31) gives the estimated total resident population (1,071), which divided by the total number of acres excluding street rights-of-way (377.96), yields 2.83 persons per acre.
- 5) In addition to the area developed for urban purposes, the Sardis Road Area also includes a non-urban area that is adjacent on at least 60% of its boundary to a combination of the municipal boundary and the boundary of the area developed for urban purposes, and this area does not exceed 25% of the total area to be annexed, based on tax maps, property records, and geographic information system data, (reference Property Qualifications Inventory Appendix), and is demonstrated as follows:

- a. Non-urban area total perimeter = 6,134'
Portion that coincides with municipal boundary and area developed
for urban purposes = 5,853'
 $5,853'/6,134' = 95.4\%$
- b. Total area of annexation = 415.82 acres
Total non-urban area = 14.70 acres
 $14.70/415.82 = 3.5\%$

Schenck Gateway Area

The Schenck Gateway Area is located adjacent to the current City limits (to the south) at the entrance to the Biltmore Park community. The parcel contains a gas station, fast food restaurant, and a convenience store. The area contains 11.0 acres and has an estimated population of 0.

The total area to be annexed meets the following standards:

- 1) The area is contiguous, as defined by G.S. 160A-53 (1), as of the 15th day of May, 2007, the date upon which this annexation procedure was begun, as shown on the map included herein marked Schenck Gateway Area Present and Proposed Boundaries Map.
- 2) The aggregate external boundary line of the area to be annexed is 3,385 feet. The portion of this boundary that coincides with the City boundary is 2,368 feet, as shown on the map included herein marked Schenck Gateway Area Present and Proposed Boundaries Map. Therefore, 70.0% of the external boundary coincides with the City boundary, in excess of the one-eighth (12.5%) contiguity requirement of G.S. 160A-48(b)(2).
- 3) No part of the Schenck Gateway Area is included within the boundary of another incorporated municipality.
- 4) The area to be annexed is developed for urban purposes under G.S. 160A-48(c)(5) in that all tracts in the area are used for commercial, industrial, governmental, or institutional purposes, which is based on tax maps, property records and field observations (reference Property Qualifications Inventory Appendix), and is demonstrated as follows:
 - a. The two tracts in this area are used for commercial purposes.

SECTION 2

PLAN FOR EXTENSION OF SERVICES

PLAN FOR EXTENSION OF SERVICES

POLICE PROTECTION

The residents, businesses and property owners of the City of Asheville receive law enforcement service and protection from the City of Asheville Police Department. The department is funded through the City's General Fund budget and serves all incorporated areas of the City.

Current Level of Service

A municipal department provides police service within the City of Asheville with 241 full time funded positions. 237 of these positions are funded by the City of Asheville. Additionally, 4 school resource officers are externally funded by the Asheville City Schools. Of the 237 city-funded positions, 189 are sworn; civilian employees fill the remaining positions. Calls for service during the 11/1/05 to 10/31/06 period amounted to 98,407 calls. Hence, there are approximately 521 calls for service for each sworn officer.

The department deploys officers through a single-car, one officer per car patrol system that has proven to be economically sound and operationally efficient. Some areas are also served by foot and bike patrols.

The Patrol Division is currently organized into three (3) districts. Each district is comprised of four (4) teams (A-Days, A-Nights, B-Days, and B-Nights). Each district has one (1) lieutenant and four (4) patrol sergeants. Each team is assigned one sergeant as an immediate supervisor. The number of patrol units assigned to any one team varies according to district and time of day. The teams each work twelve (12)-hour shifts and provide coverage seven (7) days per week, twenty-four (24) hours per day. There are four (4) patrol K-9 officers. One (1) K-9 unit is available to work with each team. Additionally, there is one (1) patrol K-9 sergeant and one (1) bomb K-9 lieutenant.

The department also provides Community Resource Officers for each District, who focus on high crime or high hazard areas as well as quality of life issues. The Patrol Division also provides traffic enforcement and traffic related services. Investigation and intelligence services are provided through the Criminal Investigation Division.

The cost of police service is a major element of the City's budget. Comprehensive police protection is provided on a 24-hour basis to all patrol areas. This results in approximately 1,415,025 miles traveled annually for police patrol. This figure translates into approximately 2,260 miles of annual travel for each linear street mile within the City. The Police Department is presently allotted 192 vehicles. This number includes marked units assigned to patrol

operations, unmarked units assigned to investigative or supervisory units and administrative vehicles.

Average response time is currently 8.1 minutes for Priority One calls. Priority One calls are calls for crimes in progress or accidents with personal injury.

Level of Service to Annexation Areas

On the effective date of annexation by the City, all residents, businesses and property owners in the annexation areas will receive service on a basis substantially equal to all current parts of the City. The additional land area, street mileage, dwelling units, businesses and improvements will require expansion of the Police Department as further described below.

Extending service into the proposed annexation areas will require operational adjustment in two primary areas:

1. Configuration of patrol districts covering the proposed annexation areas so as to provide for effective manpower deployment and a balanced response time to calls for service.
2. Adding one (1) additional patrol unit to accommodate the anticipated increase in demand for police services (see information below).

The Biltmore Lake Area will be served by an expansion of the Adam Patrol District.

The Sardis Road Area will be served by an expansion of the Adam Patrol District.

The Schenck Gateway Area will be served by an expansion of the Charlie Patrol District.

Based on the estimated calls for service in the annexation regions, and in an effort to improve response time to critical calls for service, a new patrol beat will be added to the City's Police Department on or before January 1, 2008. This beat will be serviced by one officer 24/7. This addition requires the hiring of five (5) officers and two (2) police vehicles. The cost of hiring a new police officer (total initial cost - \$46,735.00) is as follows:

- Salary and benefits	\$40,235.00
- Radio	\$ 4,000.00
- Weapon	\$ 1,000.00
- Uniforms, Equipment, Vest	\$ 1,500.00

The cost of a new vehicle with all necessary equipment is \$38,000.00.

PLAN FOR EXTENSION OF SERVICES

FIRE PROTECTION

The residents, businesses and property owners of the City of Asheville receive fire protection and suppression services from the City of Asheville Fire and Rescue Department. The Fire and Rescue Department operates through funding by the City of Asheville General Fund budget. The firefighters and support personnel serve all incorporated areas of the City and identified contracted areas. In addition, the Fire and Rescue Department participates with surrounding fire departments in accordance with mutual aid and automatic aid agreements. The Asheville Fire and Rescue Department is an Internationally Accredited Agency by the Commission on Fire Accreditation International. The City currently has an insurance rating of three (3), on a scale of 1-10, with 1 being the highest or best level.

Current Level of Service

The Fire and Rescue Department employs two hundred and twenty-five (225) state certified staff. The Fire and Rescue Department is a professional agency with firefighters responding to calls from their assigned stations. Overall management is the responsibility of the Fire Chief assisted by two (2) administrative officers and two (2) clerical staff.

The Asheville Fire and Rescue Department has eleven (11) stations strategically located throughout the City. Two of these stations, Stations 10 and 11, are slated to become operational on July 1, 2007. The annexation effective date is December 31, 2007. Each fire station in the City is staffed daily by one (1) of three (3) shifts of firefighters. An average workweek for each shift firefighter is fifty-six (56) hours. Additionally, two of the annexation areas (Biltmore Lake and Sardis Road) will be provided with an enhanced level of service in the near future when a new Station 12, to be located on Sand Hill Road, is constructed. The Capital Improvements Plan for the City anticipates construction of this new station to be completed by 2009.

The Asheville Fire and Rescue Department has fifteen (15) fire companies. All fire companies normally operate with a minimum of three (3) firefighters. Most companies which operate out of single company stations normally operate with a minimum of four (4) firefighters. The normal minimum personnel for any company includes one (1) officer, one (1) fire engineer, and one (1) firefighter.

Primary emergency apparatus assigned to the Fire and Rescue Department includes the following:

- ? Nine (9) engine companies
- ? Four (4) ladder companies
- ? One (1) quint company
- ? One (1) rescue company

Additionally, the department utilizes four (4) reserve engines and one (1) reserve ladder.

Emergency communication originates through the Buncombe County Communications Center 911 (enhanced) systems that provide both automatic number identification and automatic location identification to dispatchers. Once received by the Center, responders are automatically dispatched from the appropriate station. The Fire and Rescue Department has a goal of achieving a one-minute turn out time, a four-minute travel time, and a two-minute attack initiation objective upon arrival for each call on ninety percent (90%) or more of responses. The current standard of cover adopted by the Asheville City Council is for department units to arrive to an emergency call for help in eight (8) minutes or less seventy percent (70%) of the time with the initial responding unit. The standard also states that the full compliment of required personnel and equipment will arrive on the scene in fourteen (14) minutes or less seventy (70%) percent of the time.

The Fire and Rescue Department is trained to the technician level of hazardous materials emergency response. The City of Asheville maintains a response agreement with the State requiring regional response for hazardous materials incidents requiring offensive intervention and incident stabilization of spilled materials and environmental threats in twenty (20) Western North Carolina Counties.

The Fire and Rescue Department provides emergency medical first responder and rescue services within the corporate limits. All emergency response staff members within the fire department are certified as Emergency Medical Technicians. Most of the response staff is certified as Emergency Rescue Technicians. Approximately fifty-five (55%) of the department's emergency calls are to medical and rescue emergencies.

All certified fire departments in Buncombe County are participants in a countywide mutual aid agreement. Through the agreement each department in the County has access to the equipment and personnel of other fire departments. The Incident Commander on the scene of an incident may request mutual aid assistance at any time.

The Fire and Rescue Department has primary responsibility for the administration, interpretation, and enforcement of the N.C. State Building Code – Fire Prevention. Most of the Fire Department's firefighters are trained and certified by the N.C. Code Qualifications Board as Fire Prevention Inspectors. The Fire Department conducts periodic fire prevention inspections of properties within the city limits in accordance with the frequency requirements set forth by the North Carolina Office of State Fire Marshal and the North Carolina Building Code Council.

Level of Service to Annexation Areas

On the effective date of annexation by the City of Asheville, all residents, businesses, and property owners in the annexation areas will receive service on substantially the same basis and in the same manner as such services are provided in the rest of the City prior to annexation. The Biltmore Lake Area will be primarily served by Stations 10 and 11 with estimated annual calls for service of one hundred and seventy-five (175) to two hundred (200) calls. The Sardis Road Area will also be primarily served by Stations 10 and 11 with estimated calls for service of one hundred (100) to one hundred and twenty-five (125) calls. Schenck Gateway will be primarily served by Stations 4 and 11 with estimated calls for service of twenty-five (25) to fifty (50) calls. When Station 12 is placed into operation the Biltmore Lake and Sardis Road Areas will be primarily served by this station. Response times for these areas will not exceed response times to other areas of the pre-annexation City, and the standard of cover adopted by Council will be maintained.

The extension of fire protection services is not simply an extension of existing department resources. The City is required by G.S. 160A-49.1 to offer existing fire service entities contract opportunities which allow for the continued service of annexed areas by existing rural fire departments. The City maintains the responsibility of assuring a level of service comparable to the service level within the existing incorporated areas. The involvement of the rural fire department may require the City to supplement service where contract service is not comparable to the municipal service. The City recognizes these circumstances may affect its plan for extending fire protection; therefore, the City has developed a plan that incorporates alternative solutions to extending fire protection to annexed areas.

Alternative No. 1 – Dual Response Plan for Extension of Fire Protection Services

Rural fire districts presently serve the three (3) annexation areas. Prior to annexation by the City, each of the affected rural fire departments will be offered negotiated contract opportunities with the City to provide fire protection service within the territories they respectively served prior to annexation.

The service structure to be proposed by the City will offer for the term of the contract, the amount of money that the tax rate in the district in effect on the date of adoption of the resolution of intent (May 15, 2007) would generate based on property values (in the area to be annexed) on January 1 of each year of the contract.

The fire departments will be under contract to provide joint response fire protection to all properties with support from the City of Asheville Fire and Rescue Department through enhanced training opportunities, equipment access, and company support on the scene. The organizational structure will be based upon the contracting departments serving as components of the City of Asheville

Fire and Rescue Department; therefore, contracts for service will contain provisions for structuring command on the scene.

The contracts will be offered in accordance with applicable statutes (G.S. 160A-49.1 and 49.2) and the term will be for five (5) years.

Alternative No. 2 – Contingency Plan for Service by City of Asheville Fire and Rescue Department Personnel, Facilities, and Equipment

In the event negotiated contract terms are not acceptable to the rural fire district after having been made in good faith, fire protection services will be provided by expansion of the City of Asheville Fire and Rescue Department. The annexation areas will be absorbed into adjacent station service zones (as set forth elsewhere in this plan).

PLAN FOR EXTENSION OF SERVICES **SOLID WASTE COLLECTION**

The residents, businesses and property owners of the City of Asheville receive service from the City of Asheville Public Works Department – Sanitation Division. The Public Works Department is funded through the City's General Fund budget and serves all incorporated areas of the City.

Current Level of Service

The department works on a basic four-district format, with one district being served each workday, Monday through Thursday. Special wastes are handled each Friday. Automated trash trucks run the residential routes once per week. Garbage is picked up at the curb and must be in containers provided by the City. Each household is provided a single container without charge. Residents may request an additional container for a \$5.00 bi-monthly fee incorporated with their water bill. Normally, seven (7) automated trucks collect garbage each day, with each truck being operated by a single driver Motor Equipment Operator III (MEO III). With the addition of 860 residences, the Sanitation Division cannot absorb the annexed areas into the seven (per day) existing routes. An additional automated truck and a new position, MEO III, are required.

Bulky item refuse, such as small furniture, toys, small boxes, etc. is picked up by a rear loading packer crew (1 MEO III and 2 Laborer Is) unless there are special circumstances concerning the size or nature of the trash. White goods are collected in response to call-ins from the residents (knuckle boom truck operated by MEO III). There is a \$5.00 fee for the white goods service.

The City of Asheville also provides recycling service for a fee of \$2.63 per month (billed bi-monthly on residents' water bills), with the per-unit cost being adjusted annually. Recycling is limited to residential customers.

A knuckle boom and crew pick up tree limbs and wood, if separated properly by the resident. Small piles of yard waste, including tree limbs, hedge clippings, and bagged leaves (except during leaf season) are picked up at the curb/street, twice monthly. There is no limit to the amount of yard waste that may be generated by the resident provided it is not the result of contractor activities such as tree trimming or major construction, renovation or demolition, and is placed in accordance with department guidelines. Seasonal curbside leaf pickup service is provided to developed neighborhoods throughout the city. Scheduled leaf pickup is delivered twice to each single-family residence for the three-month duration of the season, typically from October 30th through January 31st. The department also provides dead animal retrieval and disposal service at a fee of \$10.00 per carcass.

Dumpster container service and commercial roll-off service are the responsibility of the customer through private service providers. Industrial facilities are not

eligible for municipal garbage collection or disposal service, due to volume and characteristics of the waste.

Level of Service to Annexation Areas

On the effective date of annexation by the City of Asheville, all new residents will receive service on a basis substantially equal to all current parts of the city.

The extension of solid waste collection services is not simply an extension of existing department resources. The City is required by G.S. 160A-49.3 to offer existing private service entities contract opportunities which allow for the continued service of annexed areas by existing companies. The City maintains the responsibility of assuring a level of service comparable to the service level within the existing incorporated area. The involvement of the existing private companies may require the municipal department to supplement service where contract service is not comparable to the municipal service. The City recognizes these circumstances may affect its plan for extending solid waste collection services; therefore, this plan incorporates alternative solutions to extending solid waste collection services to annexed areas.

Alternative No. 1 – Extension of Existing City of Asheville Public Works Department – Sanitation Division Services by City Personnel and Equipment with the Payment to Private Companies for Economic Loss

To extend services to the annexation areas, an additional automated truck and a new MEO III position are required by the City of Asheville Public Works Department – Sanitation Division. With this additional truck and associated personnel to operate the truck, all solid waste collection services described as being provided by the City, will be provided on substantially the same basis and in the same manner as described in this plan. Costs associated with the annexation include: the purchase of new rollout containers, increased tipping fees, recycling costs, and potential “economic loss” payments to affected contractors.

Alternative No. 2 – Contract with Existing Private Companies for Curbside Roll-Out Container Service Supplemented by Municipal Specialized Services for Collection of Trash, Yard Waste, Leaves, Dumpster Containers and Recycling

Private companies having an average of fifty (50) or more residential customers, or receiving average monthly revenue from residential customers of \$500 or more, within the annexation areas described in this plan, could be offered opportunities to contract for continued service.

PLAN FOR EXTENSION OF SERVICES **STREET MAINTENANCE SERVICES**

The City of Asheville Public Works Department – Street Maintenance Division services all City-maintained streets in the corporate limits of the City of Asheville. The Street Maintenance Division is funded through the City's General Fund and Powell Bill Fund.

Current Level of Service

The City currently maintains approximately 393.97 miles of streets. Of these street miles, 371.9 qualify for Powell Bill reimbursement.

Streets are resurfaced on a scheduled rotation established by classification, construction type, use, condition and inspections. Unpaved streets are considered for acceptance by the City for maintenance and paving upon review of condition, construction requirements, usage and availability of funds, provided that they are dedicated to the public and are maintained by the N.C. Department of Transportation. Newly developed streets are accepted for maintenance upon recommendation by the City Engineer and with approval by the City Council.

The City generally provides street maintenance services as needed, as scheduling permits or on a cost-sharing basis as resources permit. These services include resurfacing and patching public streets; maintaining sidewalks, curbs, drainage pipes and ditches; bridge maintenance and inspections; tree trimming and mowing; and maintaining and cleaning catch basins on public rights-of-way. The City also operates street sweepers to service curbed streets and traffic accident locations as required and also performs snow removal on all public streets.

Existing streets maintained by the N.C. Department of Transportation may be added to the City inventory following evaluation. As the City accepts these streets for maintenance, they are included in the Institute for Transportation Research and Education (ITRE) pavement condition study for prioritizing street maintenance activities.

Level of Service to Annexation Areas

On the effective date of annexation by the City, all residents, businesses and property owners will receive service on a basis substantially equal to all current parts of the City. The additional land area, street mileage, dwelling units, businesses and improvements will not require expansion of the Street Maintenance Division as further described below.

Street maintenance services will be incorporated into the City's annual operating budget. Major construction or resurfacing projects will be prioritized in

consideration of all existing streets maintained by the City. At a minimum, the City will maintain newly accepted streets to the same standard as other streets in the City.

Streets maintained by the N.C. Department of Transportation (NCDOT) will be evaluated for acceptance by the City and will require the mutual consent of the City and NCDOT in order for the City to add the streets to the City maintenance inventory. Major thoroughfare streets will continue to be maintained by the NCDOT, as will all streets extending out of the annexation area and existing city limits.

In order for privately owned streets (or streets not maintained by the NCDOT at the time of annexation) to be considered for maintenance by the City, the following criteria must be complied with:

- a. The street must have five (5) or more occupied residences on property owned by separate individuals.
- b. There must be no other publicly-maintained street frontage, or access, connecting with other publicly-maintained streets serving the property;
- c. The City must be granted recorded public rights-of-way by 100% of the adjacent property owners with a minimum right-of-way width as specified in the City of Asheville Standard Specifications and Details Manual or as determined adequate by the City Engineer.
- d. Rights-of-way for turnarounds (existing or dedicated), if required by emergency services, must be granted in accordance with the City of Asheville's Standard Specifications and Details Manual.

The City of Asheville must be petitioned within a year of the annexation to accept any streets in order for the City to take them over for maintenance and service.

Existing bridge structures along streets to be accepted for maintenance by the City will be assessed for serviceability. Based upon such assessment, the City will maintain, repair, or replace bridges in accordance with the City's bridge maintenance and capital improvements program.

The City will provide signs and markings as determined by the Traffic Engineer and Traffic Operations Manager, and projects/priorities such as striping streets and installing and maintaining street name and traffic control signs will be incorporated into the City's overall maintenance program.

Unregulated signs, safety concerns, or other obstacles encroaching on dedicated public right-of-way will be removed in accordance with City ordinances.

The City has evaluated the streets in the annexation areas for inclusion in the maintenance program described above. The results of that evaluation are listed below with the names and mileages of streets expected to be included by annexation area. General street conditions for the listed roads are satisfactory,

unless otherwise indicated in this plan, and any maintenance issues will be handled as part of the City's routine maintenance funding.

BILTMORE LAKE AREA

<u>Street</u>	Length (feet)	Length (miles)	Average Width (feet)
Orvis Stone Circle	2640	0.5	17
Orvis Stone Circle	544	0.1	17
Water Walker Drive	1584	0.3	22
Minky Court	257	0.05	18
Lake Drive	4224	0.8	19
Perch Fly Court	344	0.07	18
Coves Pheasant Court	330	0.06	18
Greenwells Glory Drive	907	0.17	24
Caddis Court	1322	0.25	24
Gosling Court	230	0.04	18
Wickams Fancy Drive	4224	0.8	24
Kells Blue Court	296	0.06	18
Quill Gordon Court	411	0.08	18
May Fly Court	264	0.05	18
Mountain Drive	3696	0.7	31
Blue Damsel Court	446	0.08	18
Sawyers Pheasant Lane	456	0.09	18
Sawyers Pheasant Lane	553	0.1	18
Fennel Dunn Circle	883	0.17	24
Fennel Dunn Circle	1580	0.3	18
Harrop Dunn Court	838	0.16	18
Sparkle Dunn Court	355	0.07	18
Welsh Partridge Circle	4063	0.77	24
French Partridge Lane	708	0.13	18
Grey Goose Court	194	0.04	18
Hoolet Court	335	0.06	18
Damp Crane Lane	377	0.07	18
Olive Dunn Drive	557	0.11	24
Hillcrest Street	756	0.14	19
Mountain Wasp Drive	969	0.18	24
Ginger Quill Circle	540	0.1	18
Ginger Quill Circle	1278	0.24	18
Kingsmill Court	1042	0.2	18
TOTAL	37,203	7.04	

It is proposed that existing street lights in the Biltmore Lake Area will be taken over by the City. There are thirty-six (36) existing street lights that are scheduled to become the responsibility of the City at an annual cost of \$480 per light. The

annual cost (\$480 per light) for maintaining the existing lights in the Biltmore Lake area is \$17,280.

The City has also evaluated the existing sidewalks in the Biltmore Lake Area and has determined that 18,489 linear feet of chip seal sidewalks (non-ADA compliant) at a cost of \$739,500.00 would need to be replaced prior to the City taking over the maintenance of these sidewalks. The City has also determined that street repairs are needed in the area (4924 linear feet of streets needing shoulder repair; 245 drains need inverts poured) at a cost of \$31,520.00. The cost of these improvements is included in the financing plan found in Section 3 of this Plan for Services with sidewalk replacement costs phased over a ten (10) year period.

SARDIS ROAD AREA

<u>Street</u>	Length (feet)	Length (miles)	Average Width (feet)
West Oakview Road	3696	.7	19
Morse Drive	1248	.23	20
Crowell Farms Drive	2266	.42	22
West Point	1396	.26	19
Slosman Drive	948	.18	22
Silo Drive	314	.05	22
Pole Barn Drive	764	.14	22
East Farm Creek	422	.08	22
West Farm Creek	125	.02	22
Eagles Nest	1219	0.23	22
Country Meadows Road	1721	0.32	22
Brandi Drive	389	0.07	21
Nicolas Drive	428	0.08	21
Baity	481	0.09	21
TOTAL	15,417	2.87	

It is proposed that existing street lights in the Sardis Road Area will be taken over by the City. There are thirty-three (33) existing street lights that are scheduled to become the responsibility of the City at an annual cost of \$480 per light. The annual cost (\$480.00 per light) for maintaining the existing and proposed lights in the Sardis Road Area is \$ 15,840.00.

The City has evaluated the street infrastructure in the Sardis Road Area and has determined that a number of repairs will be needed. The repairs will include: two hundred and seventy (270) square yards of street patching; replacement of one hundred and forty-one (141) improperly constructed storm drains; and the construction of a turnaround on Morse Drive. The cost of these improvements (\$57,560.00) is included in the financing plan found in Section 3 of this Plan for

Services and phased for replacement to City standards over a ten (10) year period.

SCHENCK GATEWAY AREA

There is no street maintenance that is required in the proposed Schenck Gateway Area and no street lights that will become the responsibility of the City.

PLAN FOR EXTENSION OF SERVICES **WATER DISTRIBUTION**

The residents, businesses and property owners of the City of Asheville receive water distribution services from the City of Asheville Water Resources Department. The Water Resources Department is funded through water service revenues and serves most developed properties within the City.

Current Level of Service

The City operates an extensive distribution, storage and treatment system serving most of the existing incorporated area. Where City-owned lines are in place, adjacent customers may connect, provided service is accomplished in accordance with all applicable standards for potable water. The Department makes service connections when an account is established with the City, including the payment of connection fees and the applicable deposit. Service connections include the tapping assembly to the water main, appropriate service piping, meter yoke, meter, valve, meter box and labor. The meter is typically installed within the street right-of-way at or near the front property line. Special circumstances may vary actual meter location.

The customer is responsible for supplying materials and labor to extend service piping across private property to the structure receiving service.

The service is billed to the customer bi-monthly based upon consumption. The rate for water usage is established annually in the annual budget and includes base service and typical consumption rates.

Water distribution through the City's system is also used to fight fires. The use of the system by the Fire Department is not billed to the benefiting property. Hydrants available for access by Fire Department apparatus are located at intervals throughout the system network, as per the standards contained in Section 6.06 of the Asheville Standard Specifications and Details manual.

The City of Asheville works cooperatively with Black Mountain, Woodfin, Hendersonville, and Weaverville to provide emergency backup supplies to their respective systems. This cooperative relationship enables the systems greater flexibility for expansion and greater reliability for operations.

Level of Service to Annexation Areas

On the effective date of annexation by the City of Asheville, all residents, businesses and property owners within the Biltmore Lake, Sardis Road and Schenck Gateway annexation areas, which are adjacent to existing water facilities, will receive service on a basis substantially equal to all current portions of the City.

There are specific guidelines contained in the N.C. General Statutes for the provision of water mains to annexation areas. The City of Asheville has evaluated each area being considered for annexation and has determined the following regarding the extension of water service to each of the annexation areas:

1. Biltmore Lake Area: Potable water and fire protection service are available to all parcels in this annexation area on substantially the same level as other parts of the City, as shown on Sheet 2 of 7 of the Plan for Services Drawings. Therefore, no water system improvements are proposed for this area.

2. Sardis Road Area: Potable water and fire protection service are available to most of the parcels in this area on substantially the same level of service as other parts of the City. However, fire protection service needs to be upgraded for all parcels in the vicinity of Morse Drive. As such, approximately, 1,770 linear feet of 6-inch diameter water pipe are proposed to be constructed to bring the service to substantially the same level as other parts of the City. Existing and proposed water system infrastructure is shown on Sheet 4 of 7 of the Plan for Services Drawings.

3. Schenck Gateway Area: Potable water and fire protection service are available to this area on substantially the same level of service as other parts of the City, as shown on Sheet 6 of 7 of the Plan for Services Drawings. Therefore, no water system improvements are proposed for this area.

Proposed Timetable for Construction of Water Service Extensions

The City of Asheville will complete construction of the proposed water system improvements within two (2) years of the effective date of annexation.

PLAN FOR EXTENSION OF SERVICES **SEWER COLLECTION**

The residents, businesses and property owners of the City of Asheville receive sewer collection services from the Metropolitan Sewerage District of Buncombe County, (MSD). MSD is funded through sewer service revenues and serves most developed properties within the city. The City of Asheville acts as the billing and collecting agent for MSD.

Current Level of Service

MSD operates an extensive collection, transportation, and treatment system serving most of the existing incorporated area. Where MSD-owned lines are in place, adjacent customers may connect provided service is accomplished in accordance with all applicable standards for sanitary sewer. Service connections are made by MSD upon the customer establishing an account with MSD, including the payment of connection fees and the applicable deposit. Service connections include labor and materials to establish a connection within the street right-of-way at or near the front property line. The customer is responsible for supplying materials and labor to extend service piping across private property to the structure receiving service.

The service is billed to the customer monthly based upon water consumption. The rate for sewer service is established annually in the fiscal budget and includes base service and typical discharge rates for customers located both within and outside the municipal limits of the city.

Level of Service to Annexation Areas

On the effective date of annexation by the City, all residents, businesses and property owners adjacent to existing facilities will be entitled to service on a basis substantially equal to all current portions of the city.

There are specific guidelines contained in the N.C. General Statutes for the provision of sewer lines when a municipality annexes properties. The City of Asheville has evaluated each area being considered for annexation and has determined the following regarding the extension of sewer service to each of the annexation areas:

1. Biltmore Lake Area: Major sanitary sewer trunk lines and interceptors are currently in place. Sanitary sewer service is available to this annexation area at substantially the same level as other parts of the City, as shown on Sheet 3 of 7 of the Plan for Services Drawings. Therefore, no sanitary sewer system improvements are proposed for this area.

2. Sardis Road Area: Major sanitary sewer trunk lines and interceptors are currently in place for most of the area. However, sanitary sewer service is not available for the upper northwest portion of this area and for all existing parcels in the vicinity of Morse Drive. As such, approximately 6,455 linear feet of 8-inch sanitary sewer is proposed to be constructed to bring the service to substantially the same level as other parts of the City. Existing and proposed sanitary sewer system infrastructure is shown on Sheet 5 of 7 of the Plan for Services Drawings.

3. Schenck Gateway Area: Major sanitary sewer trunk lines and interceptors are currently in place. Sanitary sewer service is available to this annexation area on substantially the same level as other parts of the City, as shown on Sheet 7 of 7 of the Plan for Services Drawings. Therefore, no sanitary sewer system improvements are proposed for this area.

Proposed Timetable for Construction of Sewer Service Extensions

The City of Asheville will complete construction of the proposed sanitary sewer system within two (2) years of the effective date of annexation.

PLAN FOR EXTENSION OF SERVICES

GENERAL GOVERNMENT

The City of Asheville operates under the Council/Manager form of government. The government, general management, and control of all affairs of the City are vested in a City Council with six (6) members and a Mayor elected at-large by and from qualified voters. Members hold office for terms of four (4) years each.

The City Manager is appointed by the Mayor and City Council and serves at their pleasure as the administrative head of the City. The Manager carries out the laws enacted by the City Council and executes their wishes through the operations of the City's various departments, the heads of which report directly to the Manager. The Manager prepares and submits preliminary annual budgets to the Mayor and Council and keeps them advised of the City's financial condition and needs.

The meetings of the City Council are open to the public, and consideration is given to citizens, residents, property owners, and others who present problems and recommendations.

Administration and Other Municipal Services

The residents, businesses, and property owners of the City of Asheville receive service from the functions of the general administration and its various support departments. The general administration is funded through the City's General Fund Budget and serves all jurisdictional area of the city.

The City of Asheville is governed by a City Council consisting of a Mayor, Vice-Mayor, and five Councilpersons with general administration responsibilities delegated to a City Manager. Supporting the City Manager are key professionals and department heads specializing in public works, police protection, fire protection, urban land use planning and zoning, building code enforcement, legal matters, parks and recreation and various other municipal activities and functions. The City of Asheville has active minimum housing code and State building code administration, zoning and subdivision ordinance administration, recreational programs and parks administration, community revitalization and affordable housing grants administration, economic development efforts and many other planning and related activities in an effort to make Asheville a better community for present and future residents, businesses and property owners. Employees and employee relations are managed by the City Manager. The City of Asheville is an Equal Opportunity Employer. Three well-qualified practicing attorneys provide legal counsel to the City.

FINANCING PLAN FOR ANNEXATION AREAS

Revenue Estimates

Annexation of the proposed areas will increase revenues to the general fund of the City of Asheville by the following estimated amounts.

AD VALOREM PROPERTY TAX REVENUE

Total real property tax values in the areas to be annexed total \$279,171,700. At a tax rate of 42.38 cents per \$100 of valuation, the estimated minimum ad valorem tax revenue from the areas annually will be as follows:

<u>AREA</u>	<u>REAL PROPERTY VALUATION (1)</u>	<u>TOTAL ANNUAL REVENUE (2)</u>
Biltmore Lake	\$ 184,139,800	\$ 772,581
Sardis Road	\$ 89,871,800	\$ 377,068
Schenck Gateway	\$ 5,160,100	\$ 21,650
TOTALS	\$ 279,171,700	\$1,171,299

- (1) The values shown for real property reflect the most recent assessed valuation data available from the Buncombe County Tax Assessor's records. Data on personal property valuation within the proposed annexation areas were unavailable.
- (2) Total annual revenue is calculated by assuming a collection rate of 99.0%.

STATE UTILITY TAX REVENUE

The State levies the following utility taxes: a franchise tax on electricity, a sales tax on telecommunications, and an excise tax on piped natural gas. The State then shares a portion of these revenues with municipalities based on sales and consumption within each city.

<u>AREA</u>	<u>PROPERTY ACRES</u>	<u>TOTAL ANNUAL REVENUE</u>
Biltmore Lake	414.89	\$80,319
Sardis Road	392.52	\$75,988
Schenck Gateway	10.35	\$ 2,004
TOTALS	817.76	\$158,311

The estimated revenue shown above was computed using acreage as a proxy variable to estimate the total utility tax revenue. Based on the 2005-06 collections for the City of Asheville of \$193.59 per acre, the estimate was derived.

Revenue Estimates (Cont.)

LOCAL OPTION SALES TAX

Sales tax revenue in Buncombe County is distributed between the County and the local municipalities based on each entity's share of the total county ad valorem tax levy. For the current year, the City of Asheville's annual sales tax revenue totaled \$16,043,057. Sales tax revenue therefore equaled 21.1659% of the total County tax levy. Based upon this percentage, the proposed annexation areas would yield the following sales tax revenue:

<u>AREA</u>	<u>TOTAL TAX LEVY (1)</u>	<u>TOTAL ANNUAL REVENUE</u>
Biltmore Lake	\$ 780,384	\$263,611
Sardis Road	\$ 380,877	\$128,954
Schenck Gateway	\$ 21,869	\$ 7,420
TOTALS	\$1,183,130	\$399,985

(1) Total tax levy is computed by multiplying real property valuation by the City's tax rate of 42.38 cents per \$100 of valuation.

POWELL BILL ALLOCATION

Powell Bill funds are distributed to municipalities based on a formula that considers both population and street mileage. In the last fiscal year for which information is available (FY 2006-07), the Powell Bill allocation to the City of Asheville provided a funding level of \$1,685.56 per mile of City streets plus \$22.63 per capita. Based on these rates, the likely increase in Powell Bill funds from the proposed annexation areas is:

<u>AREA</u>	<u>STREET MILEAGE</u>	<u>POPULATION</u>	<u>TOTAL ANNUAL REVENUE</u>
Biltmore Lake	6.86	768	\$28,943
Sardis Road	2.08	1,073	\$27,788
Schenck Gateway	0	0	\$ 0
TOTALS	8.94	1,841	\$56,731

Revenue Estimates (Cont.)

FEES, PERMITS, LICENSES, & CHARGES FOR SERVICES

This category includes such revenue sources as motor vehicle licensing fees, cable franchise fees, household recycling charges, dog licenses and business privilege licensing fees. The City received \$3,007,996 in revenue from these sources during FY 2005-06. Using a City population estimate of 71,517, this equates to \$42.06 per capita. Based on this per capita rate, estimated revenue from the proposed annexation areas is:

<u>AREA</u>	<u>POPULATION</u>	<u>TOTAL ANNUAL REVENUE</u>
Biltmore Lake	768	\$32,302
Sardis Road	1,073	\$45,130
Schenck Gateway	0	\$ 0
TOTALS	1,841	\$77,432

REVENUE SUMMARY

AREA	AD VALOREM	STATE UTILITY TAXES	SALES TAX	POWELL BILL	FEES, CHARGES, & PERMITS	TOTAL
Biltmore Lake	\$ 772,581	\$ 80,319	\$263,611	\$28,943	\$32,302	\$1,177,756
Sardis Road	\$ 377,068	\$ 75,988	\$128,954	\$27,788	\$45,130	\$654,928
Schenck Gateway	\$ 21,650	\$ 2,004	\$ 7,420	\$ 0	\$ 0	\$ 31,074
TOTALS	\$1,171,299	\$158,311	\$399,985	\$56,731	\$77,432	\$1,863,758

Estimated Expenditures

ANNUALLY RECURRING EXPENSES

AREA	⁽¹⁾ Police	Fire	⁽³⁾ Solid Waste	⁽³⁾ Recycling	⁽⁴⁾ Street Maintenance	⁽⁵⁾ Street Lighting	TOTAL
Biltmore Lake	\$ 0	\$138,105 ⁽²⁾	\$ 14,809	\$ 9,226	\$0	\$ 17,280	\$ 179,420
Sardis Road	\$ 0	\$ 67,404 ⁽²⁾	\$ 19,016	\$ 12,876	\$0	\$ 15,840	\$ 115,136
Schenck Gateway	\$ 0	\$ 4,025 ⁽²⁾	\$ 0	\$ 0	\$0	\$ 0	\$ 4,025
General	\$203,675	\$ 0	\$ 35,000	\$ 0	\$0	\$ 0	\$ 238,675
TOTAL	\$203,675	\$209,534⁽²⁾	\$ 68,825	\$ 22,102	\$0	\$ 33,120	\$ 537,256

Notes:

- (1) The annual costs for police services reflect five (5) additional officers (a new beat) to be hired on or before December 31, 2007 to handle the additional estimated calls for service in the annexation areas and in an effort to improve response time. (Salary and benefits per officer = \$40,235). Also reflected is an additional annual uniform cost for these officers of \$500 per officer (\$2500).
- (2) The annual costs for fire show financial impact payments to the rural fire districts (annual cost listed to be paid for five year duration). The total cost for five years for financial impact payments to the rural fire districts is estimated to be \$1,047,670.
- (3) The annual costs for solid waste collection and disposal and recycling are not anticipated to be absorbed into current budgets; the solid waste annual expenses include an additional MEO III position (\$35,000 for salary and expenses) plus annual disposal costs of \$35,584. Recycling annual expenses are based on the contract collection rate for recycling and the number of units in each annexation area.
- (4) Annual costs for street maintenance are anticipated to be absorbed into the current budget, with no increase in expenditures at this time.
- (5) Street lights costs to be assumed by City. Cost based on number of lights in annexation areas x \$480 (annual operating cost/light).

CAPITAL EXPENDITURES

AREA	⁽¹⁾ Police	⁽²⁾ Fire	Water Lines	Sewer Lines	⁽³⁾ Solid Waste	Rollout Containers	⁽⁴⁾ Street Repair	⁽⁵⁾ Sidewalks	TOTAL
Biltmore Lake	\$ 0	\$184,140	\$ 0	\$ 0	\$ 0	\$ 19,745	\$31,520	\$739,500	\$ 974,905
Sardis Road	\$ 0	\$ 89,871	\$366,120	\$1,793,300	\$ 0	\$ 27,555	\$57,560	\$ 0	\$2,334,406
Schenck Gateway	\$ 0	\$ 4,717	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 4,717
General	\$108,500	\$ 0	\$ 0	\$ 0	\$412,050	\$ 350	\$ 0	\$ 0	\$ 520,900
TOTAL	\$108,500	\$278,728	\$366,120	\$1,793,300	\$412,050	\$ 47,650	\$89,080	\$739,500	\$3,834,928

Notes:

- (1) Police capital costs include equipment, training and vehicles for hired officers.
- (2) Fire costs show debt service to be paid to rural fire departments. Debt service to be paid after 5 years if debts still outstanding. Estimates are based on most recent information available from the rural departments.
- (3) Solid Waste expenses include a potential economic loss compensation for private solid waste haulers of \$187,050, plus \$225,000 for an additional automated loader truck.
- (4) Street repair includes expenses related to street patching/construction, shoulder repair, and drain replacement.
- (5) Sidewalks costs for Biltmore Lake to replace 18,489 LF of sidewalk. Cost to be spread out over ten (10) years. Annual cost for 10 years = \$73,950.

Methods of Financing

Annually recurring expenditures are to be funded through the General Fund budget utilizing annually recurring revenues. Inequities and interim financing will be paid utilizing current and anticipated surplus General Fund revenues.

The capital outlay for rollout containers and solid waste hauler contract purchases will be financed by either a capital lease or direct General Fund appropriation.

The water lines, hydrants and sewer lines will be financed utilizing general obligation bond proceeds, direct appropriation, or capital lease proceeds. The debt service on bonds or capital leases will be paid by water revenue or by General Fund appropriation or a combination of both.

STATEMENT OF IMPACT FOR ANNEXATION AREAS

FINANCIAL IMPACT ON RURAL FIRE DEPARTMENTS

The annexation areas are now served by rural fire departments, which serve areas classified as either a rural fire district or fire service district. The impact of each annexation is demonstrated as follows:

Area	FD	Valuation	(2)Impact
Biltmore Lake	Enka	\$184,139,800	\$138,105
Sardis Road	Enka	\$ 89,871,800	\$ 67,404
Schenck Gateway	Skyland	\$ 5,160,100	\$ 4,025

Notes:

- (1) Real property value totals. Tax exempt properties excluded.
- (2) Impact equals the potential loss in annual tax revenue to the rural fire department as a result of annexation.

The current indebtedness for each of the affected rural fire departments has been estimated to determine preliminary costs for reimbursement on debt service eligible per G.S. 160A-49.2 as follows:

Area	FD	Debt	(1)Impact	(2)Share
Biltmore Lake	Enka	\$3,000,000	6.1380%	\$184,140
Sardis Road	Enka	\$3,000,000	2.9957%	\$ 89,871
Schenck Gateway	Skyland	\$2,819,686	0.1673%	\$ 4,717

Notes:

- (1) This column represents the percentage of the total tax base of the affected rural fire department being annexed.
- (2) The share amount equals the same percentage of the rural fire department's debt as the annexed area represents compared with the total real property tax base of that rural fire department.

These figures will be updated upon the receipt of detailed information requested from the rural fire departments.

The City of Asheville plans to mitigate the impact on the affected rural fire departments by responding to a good faith offer to contract with the affected rural fire departments as set forth in N.C.G.S. 160A-49.1. In addition, at the end of the contract period, the City will assume responsibility for annual payment of a proportionate share of the outstanding debt to the affected rural fire departments under the terms of N.C.G.S. 160A-49.2.

IMPACT ON FIRE PROTECTION

The annexation areas may continue to be served by one of the current rural fire departments as the City is required by G.S. 160A-49.1 to offer existing fire service entities contract opportunities. The City maintains the responsibility of

assuring a level of service comparable to the service level within the existing incorporated areas. To meet the existing level of service the City will respond in addition to the rural fire department. Therefore, the overall effect of annexation is expected to improve fire protection service to the annexation areas by bringing it from a rural format to a municipal format

IMPACT ON INSURANCE RATES

The Office of State Fire Marshal (OSFM) and Insurance Services Office (ISO) public protection classification ratings for the suburban fire department currently serving the annexation areas and the City of Asheville are as follows:

City of Asheville Fire and Rescue Department	3
Skyland VFD	4
Enka VFD	5/9

Fire insurance rates for homeowners will remain the same for all properties within 1000 feet of a hydrant when the ISO rating is a 6 or lower. Annexation may result in significant reduction in insurance rates where structures had not previously been in proximity to fire hydrants with adequate water flow for fire protection.

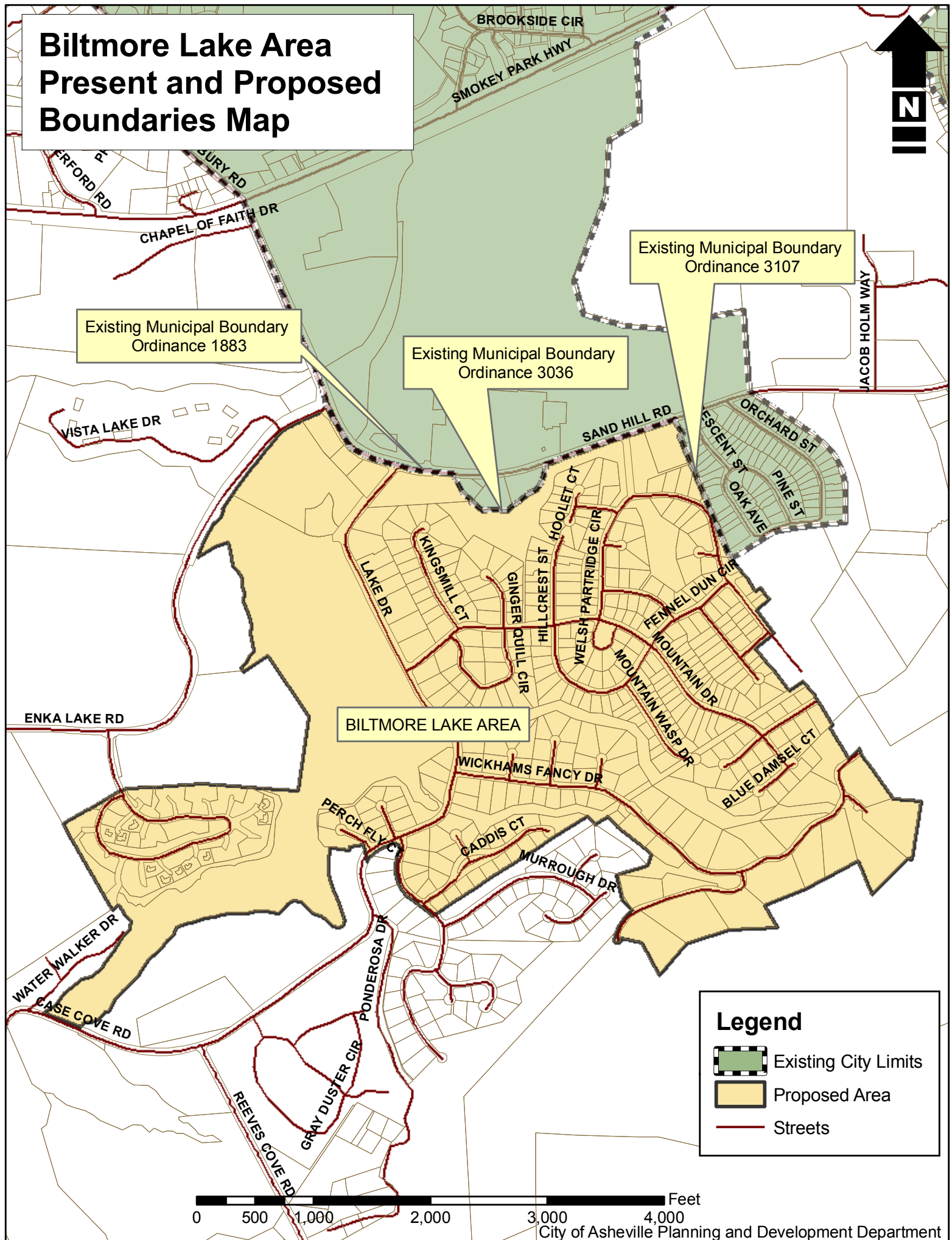
Public Protection Class	Illustrative Annual Premium
10 – Unprotected	\$2,504.36
9 – Improvement to Semi-Protected	\$2,331.74
8 – Protected Class	\$2,033.08
7 – Protected Class	\$1,997.46
6 – Protected Class	\$1,964.58
5 – Protected Class	\$1,915.26
4 – Protected Class	\$1,857.72
3 – Protected Class	\$1,830.32
2 – Protected Class	\$1,808.40
1 – Protected Class	\$1,783.74

The above example represents a wood frame restaurant business without a fire sprinkler system and insured for 90% of the assessed value of \$247,000.00.

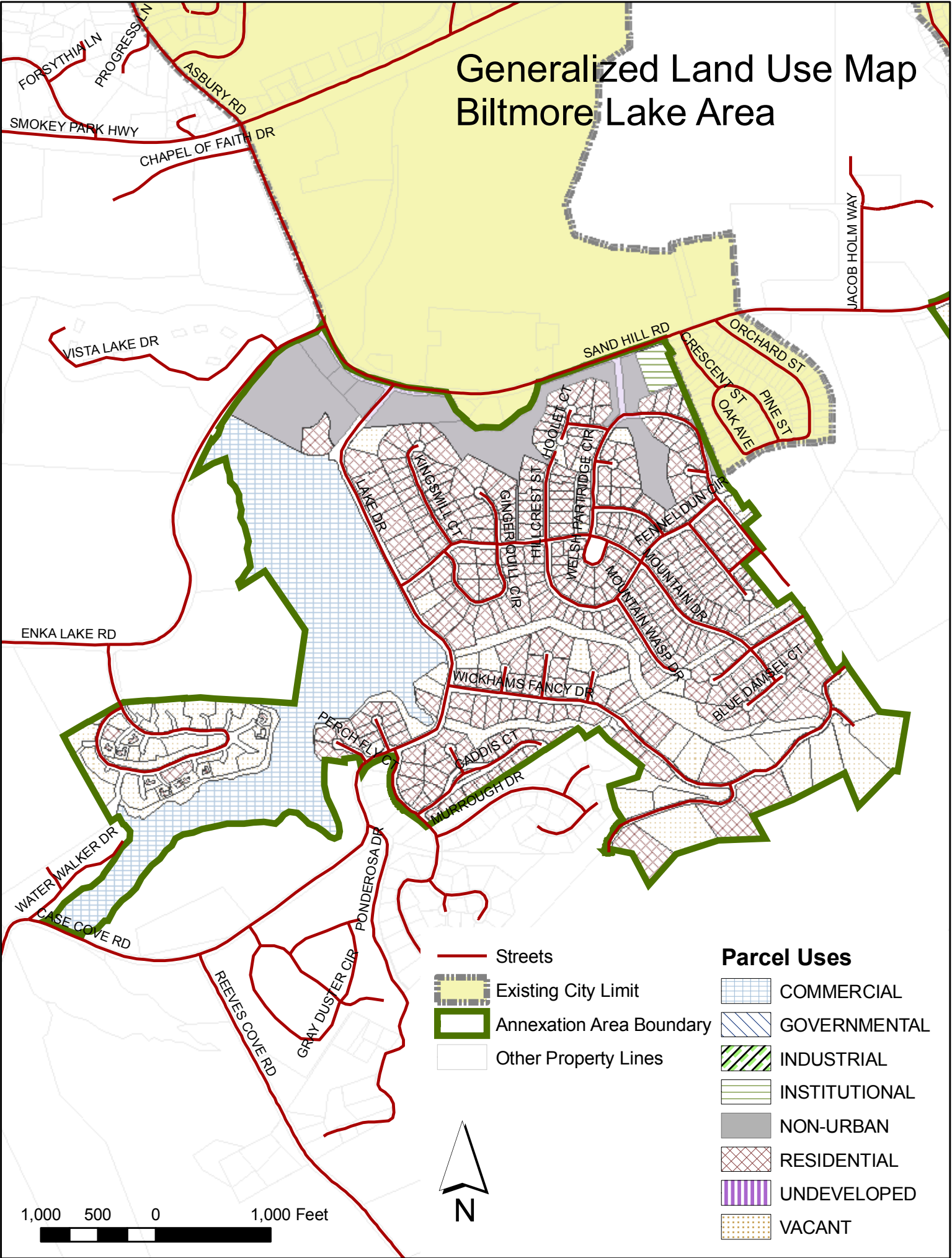
Building rate factors would change for other structural classifications. Rates are provided for comparative purposes only. The decrease in insurance premiums is not directly incremental to each community class improvement; the highest reductions occur between Class 10 and Class 9 and between Class 5 and Class 4.

MAPS

Biltmore Lake Area Present and Proposed Boundaries Map



Generalized Land Use Map Biltmore Lake Area



Sardis Road Area Present and Proposed Boundaries Map






Existing Municipal Boundary
Ordinance 1883

Existing Municipal Boundary
Ordinance 3340

SARDIS ROAD AREA

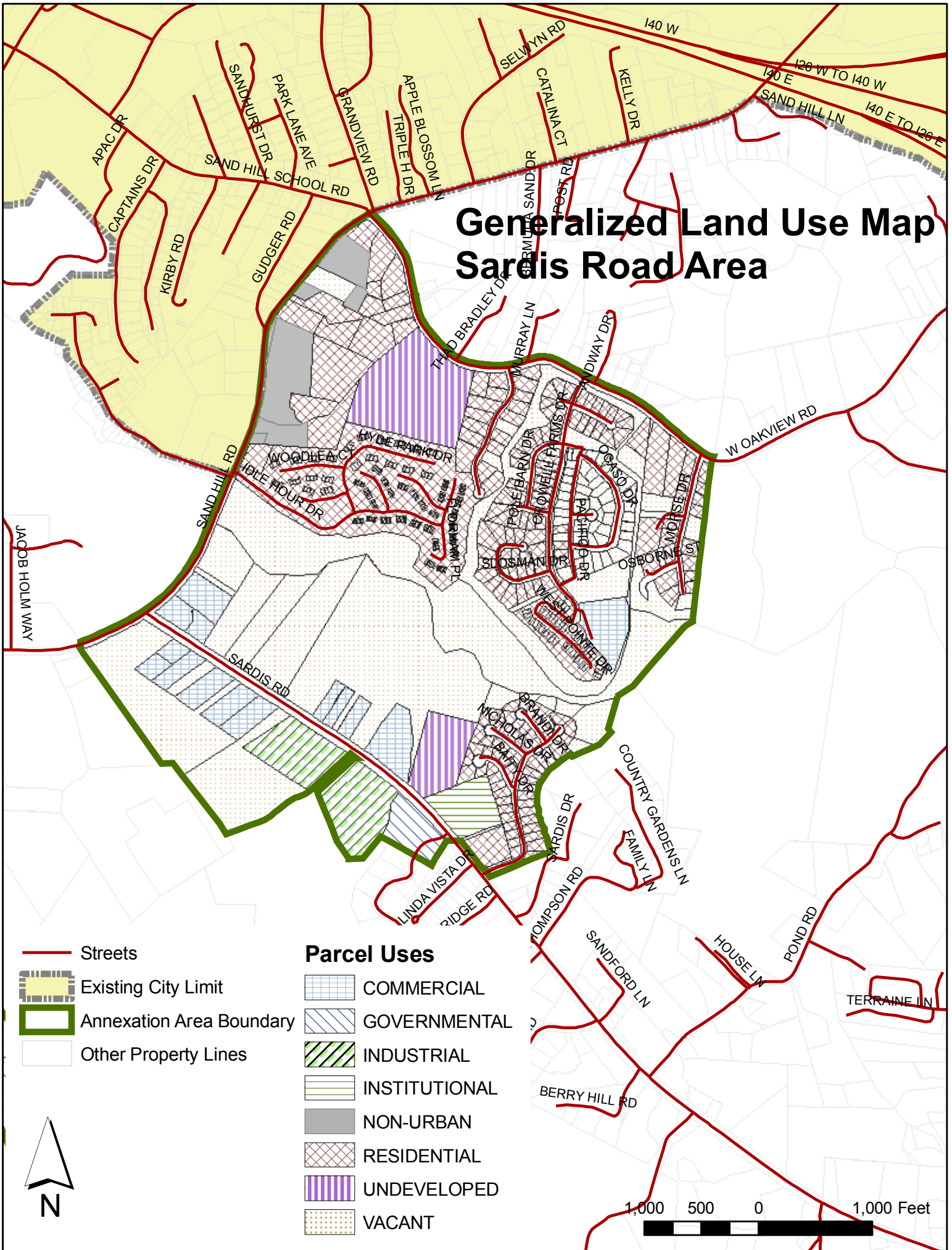
Legend

-  Existing City Limits
-  Proposed Area
-  Streets

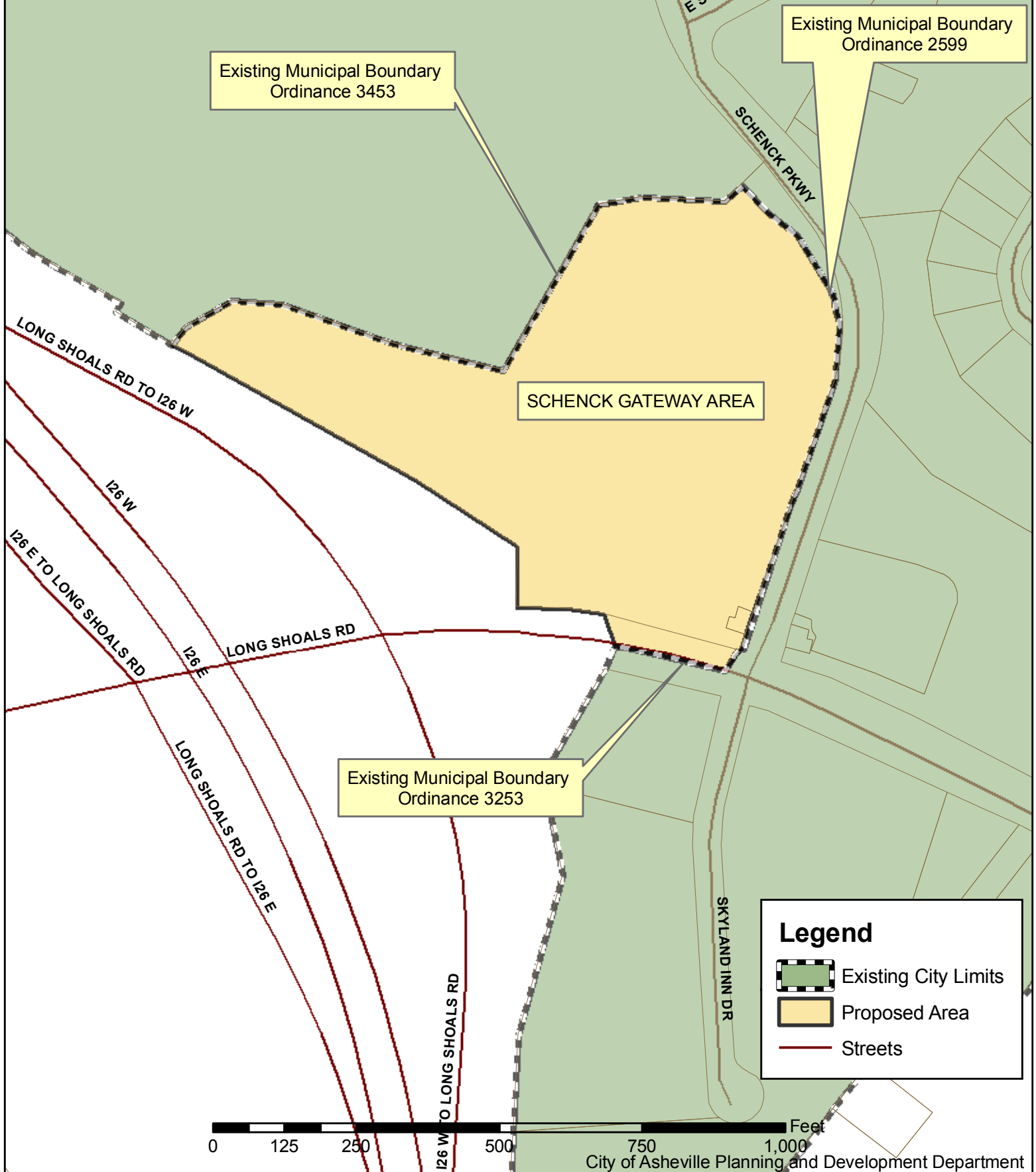
0 500 1,000 2,000 3,000 4,000 Feet

Generalized Land Use Map

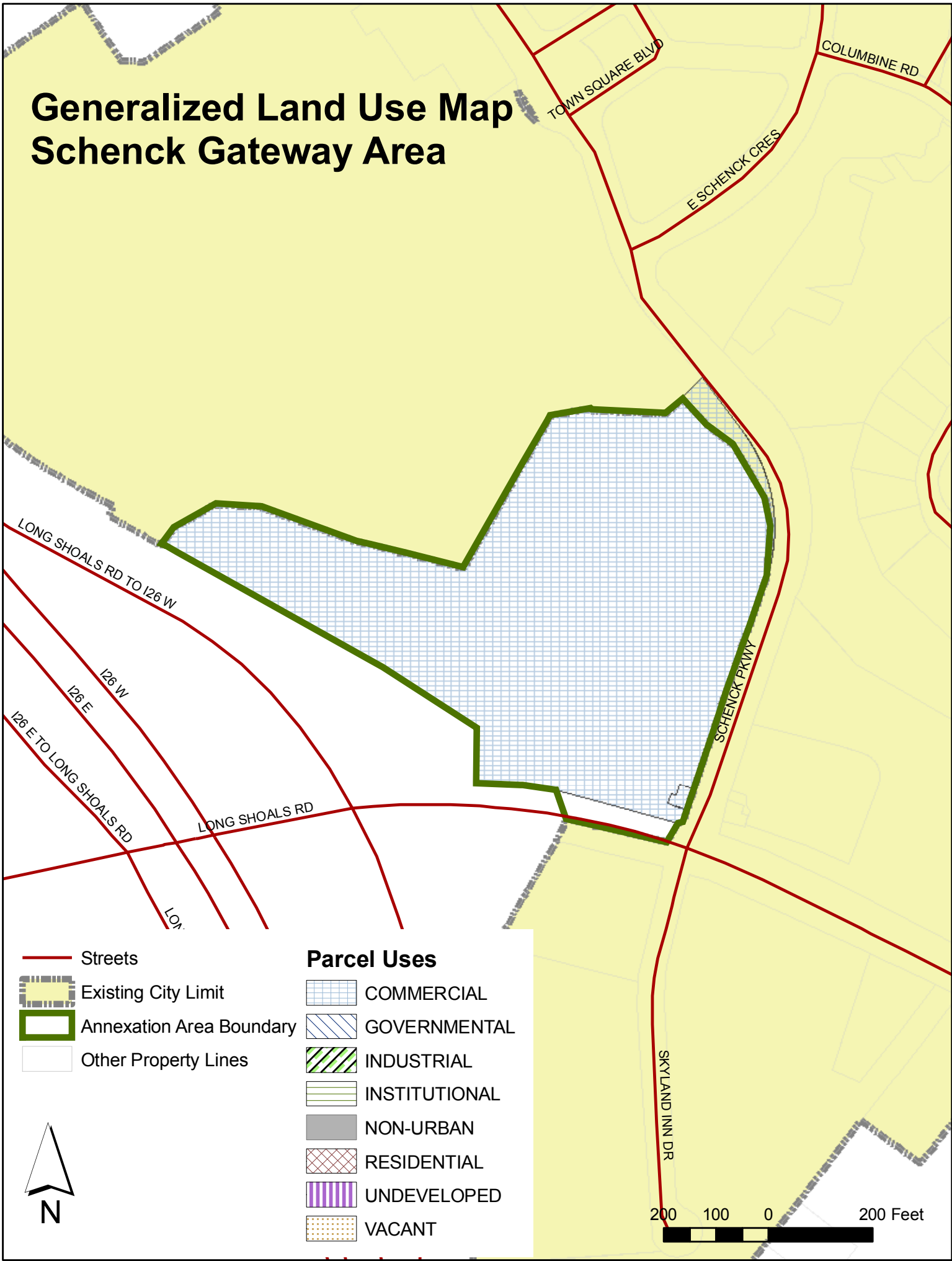
Sardis Road Area



Schenck Gateway Area Present and Proposed Boundaries Map



Generalized Land Use Map Schenck Gateway Area





City of Asheville, NC

Transportation & Engineering Department

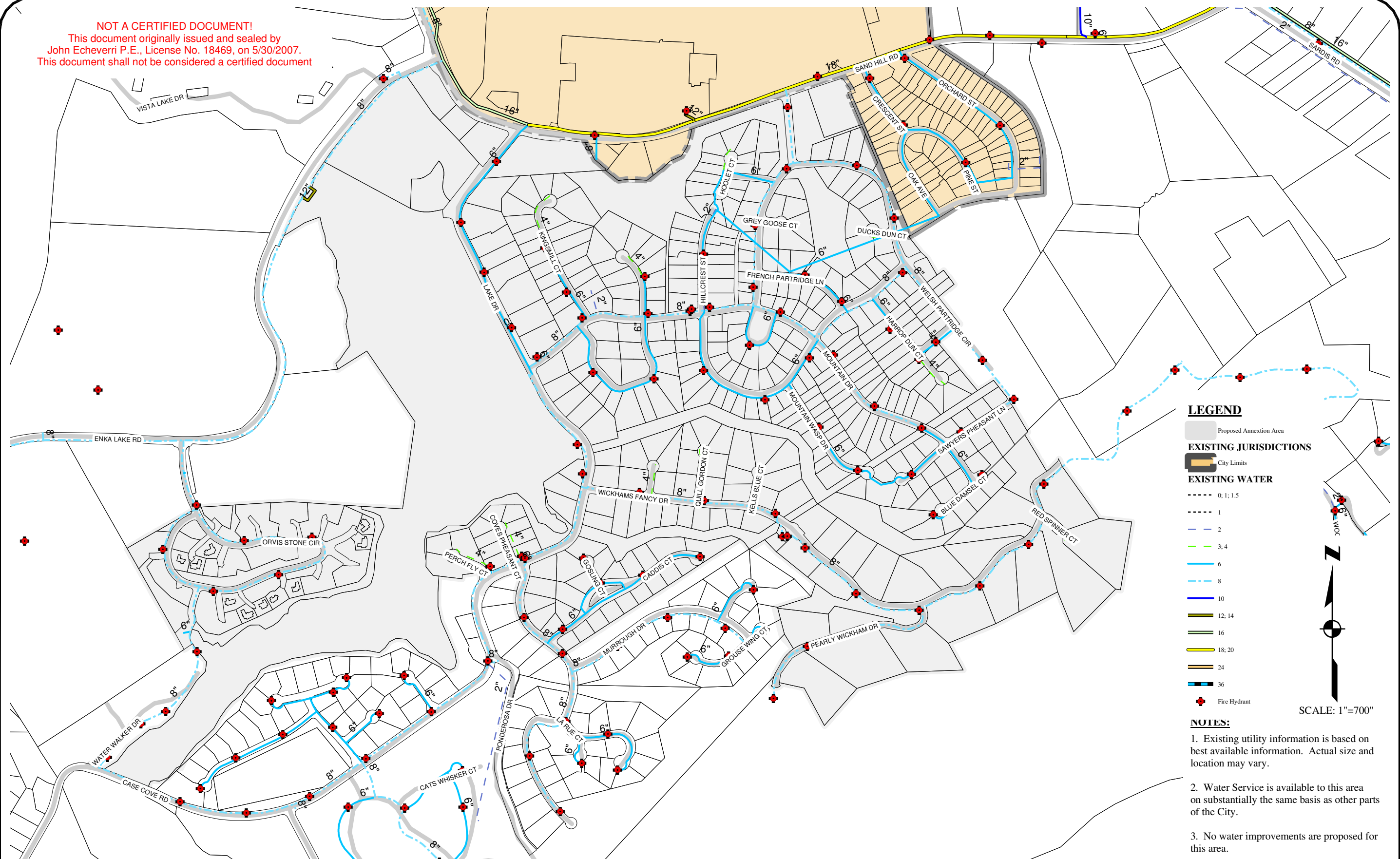
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2007 ANNEXATION AREAS PLAN OF SERVICES DRAWINGS WATER & SANITARY SEWER SERVICES CITY OF ASHEVILLE, NORTH CAROLINA

INDEX OF DRAWINGS

<u>SHEET</u>	<u>DESCRIPTION</u>
1	COVERSHEET
2	BILTMORE LAKE AREA WATER SYSTEM
3	BILTMORE LAKE AREA SEWER SYSTEM
4	SARDIS ROAD AREA WATER SYSTEM
5	SARDIS ROAD AREA SEWER SYSTEM
6	SCHENCK GATEWAY AREA WATER SYSTEM
7	SCHENCK GATEWAY AREA SEWER SYSTEM

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City of Asheville, NC

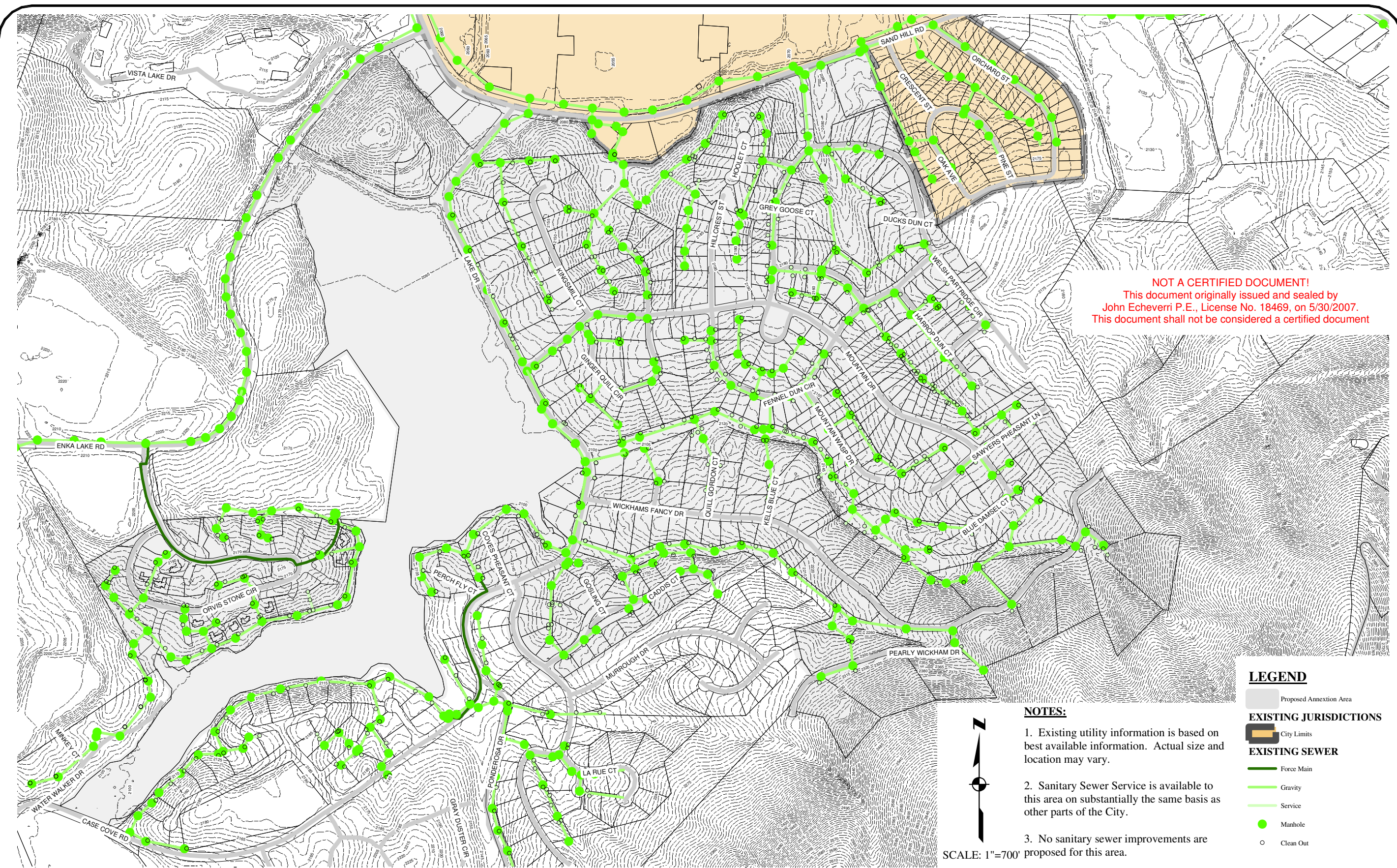
Transportation & Engineering Department

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2007 ANNEXATION AREAS BILTMORE LAKE AREA

WATER SYSTEM

	DATE	REVISION	BY	GRID: 9616 & 9617 DATE: NOVEMBER 6, 2006 SCALE: AS NOTED DRAWING NAME: BiltmoreLakeWater.mxd
DRAWN: DK				
DESIGNED: SS				
CHECKED: JE				
				SHEET 2 OF 7



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LEGEND

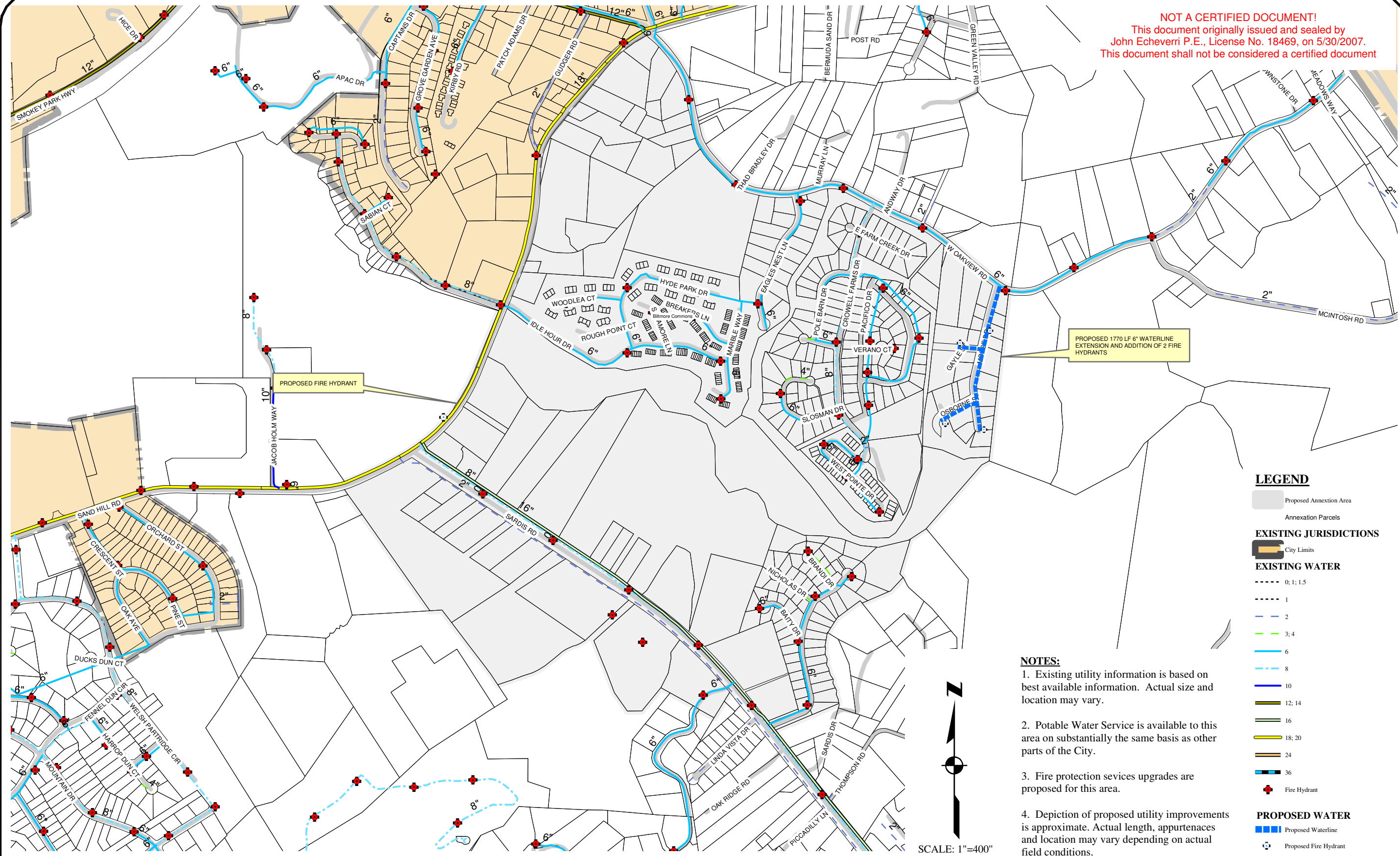
- Proposed Annexation Area
- City Limits
- EXISTING SEWER**
 - Force Main
 - Gravity
 - Service
 - Manhole
 - Clean Out

NOTES:

- Existing utility information is based on best available information. Actual size and location may vary.
- Sanitary Sewer Service is available to this area on substantially the same basis as other parts of the City.
- No sanitary sewer improvements are proposed for this area.

SCALE: 1"=700'

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LEGEND

Proposed Annexation Area
Annexation Parcels

EXISTING JURISDICTIONS

City Limits

EXISTING WATER

0.5; 1; 1.5

2

3; 4

6

8

10

12; 14

16

18; 20

24

36

Fire Hydrant

Proposed Waterline

Proposed Fire Hydrant

PROPOSED WATER

Proposed Waterline

Proposed Fire Hydrant

NOTES:

1. Existing utility information is based on best available information. Actual size and location may vary.

2. Potable Water Service is available to this area on substantially the same basis as other parts of the City.

3. Fire protection services upgrades are proposed for this area.

4. Depiction of proposed utility improvements is approximate. Actual length, appurtenances and location may vary depending on actual field conditions.

SCALE: 1"=400'



City of Asheville, NC

Transportation & Engineering Department

P.O. Box 7148 • Asheville, N.C. 28802 • 828-259-5617

**2007 ANNEXATION AREAS
SARDIS ROAD AREA**

WATER SYSTEM

	DATE	REVISION	BY
DRAWN: DK			
DESIGNED: SS			
CHECKED: JE			
GRID: 9627 & 9617			
DATE: NOVEMBER 6, 2006			
SCALE: AS NOTED			
DRAWING NAME: SardisRoadWater.mxd			
SHEET 4 OF 7			